

AUSTRALASIAN MODEL RAILROAD MAGAZINE

July/August, 1970

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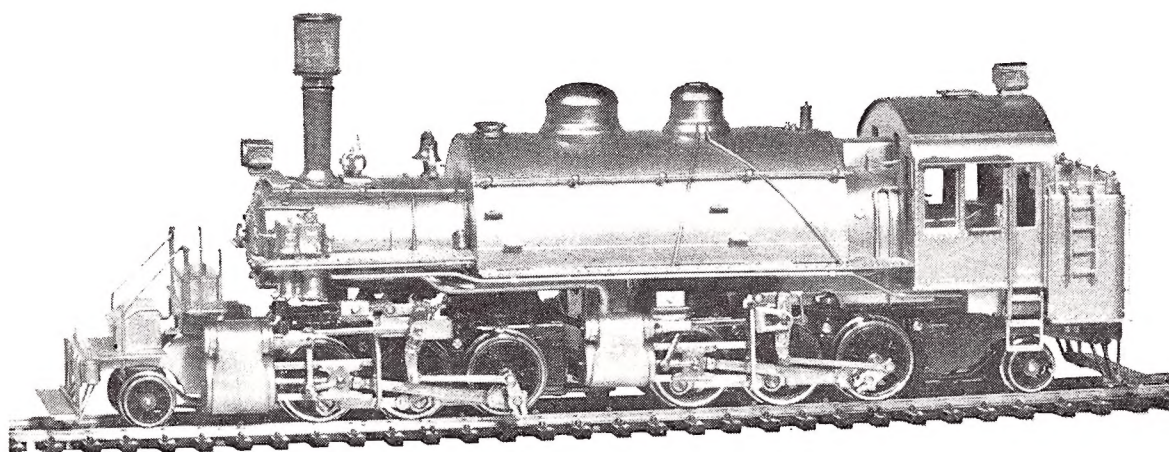
Issue 45

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NEW ARRIVALS IN HO SCALE.....



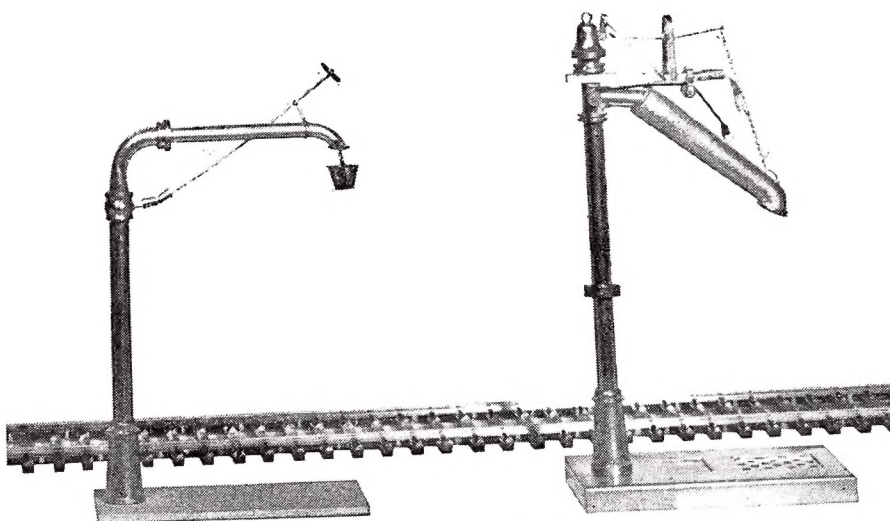
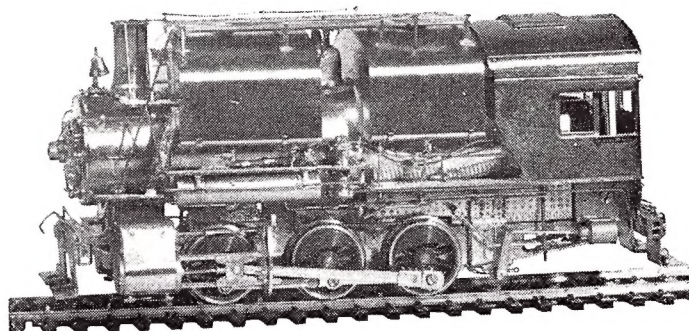
HO WEYERHAEUSER 2-6-6-2T LOGGING LOCOMOTIVE Price: \$102.00

The first of the 2-6-6-2T logging Mallets was built for Booth-Kelly in 1910 and was followed by 26 smaller Mallets in the next 26 years. The Weyerhaeuser No. 108 2-6-6-2T was a later version built in 1926 with full saddle tank, piston valves and superheating. Northwest Short Lines model is superbly detailed throughout. Both engine frames are pre-blackened, geared and sprung. Both gearboxes are equipped with idler gear for extra smooth slow speed running. Honed, lacquered finish. Supplied with removable spark-arresting cap. Weight, 13½ oz. Length, 7in.

HO S.P. 'SHOP' 0-6-0T:

Price \$66.00

Seldom, if ever, has an 0-6-0T been offered with such fantastic detail! Carrying everything but the proverbial 'kitchen sink', Westside's model of the fascinating S.P. Shop Switcher is detailed down to globe valves with spoked handwheels! Separate hardware includes lead weight and etched, enamelled, circular 'S.P. LINES' plates. Polished finish. Length, 4¾ in. Weight, 11oz.



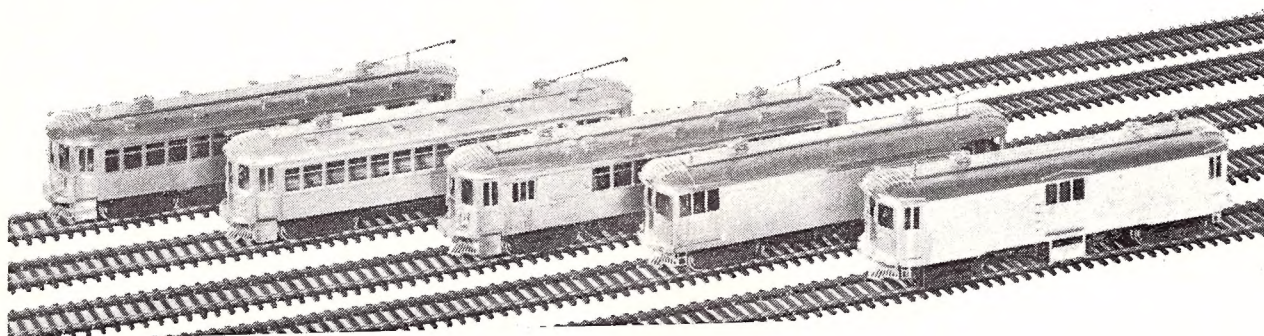
TRACKSIDE OIL & WATER COLUMNS:

Water Column \$5.50

Oil Column \$2.50

These items have long been wanted to dress the loco 'ready track'. Kumata's new Water Column is shown to left and the new Oil Column, to right. Both are fine examples of the model maker's art. Made up of turnings, castings and other framed brass parts, the spout of the Water Column is movable and the Oil Column can swivel in its base.

NEW ARRIVALS IN HO SCALE.....



NORTH SHORE CARS:

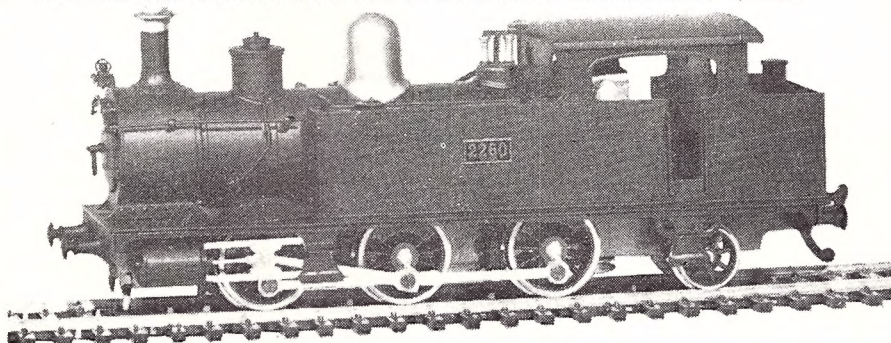
A re-run of Suydam's North Shore Cars is at last a reality! The 737 Series Skokie Coach and matching Trailer (for illustration and prices, see Nov./Dec. '69 issue), released late last year, have now been followed by the 700 Series Coach, 700T Trailer, 250 Series Combine and the handsome Express Cars, Series 203 and 215.

PRICES:

700 Class Coach	\$39.00
700T Class Trailer (with poles)	\$30.20
250 Class Combine	\$39.00
203 Class 4-door Express Car	\$39.00
215 Class 2-door Express Car	\$39.00

J.N.R. 0-6-2T:

For those who prefer early British and Australian style motive power, we were recently fortunate in procuring a limited number of this finely detailed Tank Loco, from the works of Katsumi. Supplied painted. PRICE \$60.00



Other News from "THE DOCKYARD"

Rounding out the fine range of articulated locomotives in the Tenshodo line, our latest shipment from these master craftsmen includes first stocks of the G.N. 'M-2' Class 2-6-8-0 Loco. & Tender @ \$210.55. The same shipment also includes more Switch Machines, Momentary Key Switch for Switch Machine and many of the other popular accessory items by Tenshodo which are available throughout Australia from stockists of the Tenshodo line. . . . Our range of HO Champ Decals has now been further expanded to include the full range of Alphabets, Stripes and Data Decals, as well as those herald and lettering sets for Steam & Diesel Locomotives and Narrow Gauge Equipment. The Champ Catalogue is available @ 75c per copy, together with Price List (postage extra). . . . Narrow gauge fans working with Egger-Bahn, Mini-Trains and Jouef equipment in HO2½, will welcome the addition of the Liliput line of locomotives and rolling stock to our range for

30" gaugers. There are 3 or 4 different types of fine little 0-6-2T's which come complete with engine crew, as well as a wide range of 4-wheel passenger and freight stock. For Colour Catalogue, together with Price List (and including postage), send 69c. Stocks will also be available from all our HO2½ outlets throughout the country. . . . Latest delivery of HO brass Diesels from Kumata includes three new models in the Hallmark range. These comprise of the Electromotive 'E' Type A & B Units, in E-3/6, E-1 and E-5 versions @ \$93.50 per pair. Long out of stock, more of the Santa Fe brass Side-door Caboose @ \$12.20, have also come in this consignment, in addition to first stocks of the Los Angeles Railway H-1 Class Trolley Car @ \$51.00. . . . From Katsumi have come a very limited number of the Balboa HO S.P. 'GS-4' 'Daylight' Locomotive, fully painted and lettered @ \$150.00. The unpainted version, which we are still able to supply, being \$102.00. This

shipment also includes the magnificent O gauge U.P. 4-8-4 Loco. with Centipede type Tender @ \$342.00. More O gauge Bettendorf Trucks have also been supplied, both coil and leaf spring types. . . . Although space does not normally permit reference to standing stocks, very few of the popular HO and HO2½ brass Porter Mogul's (@ \$21.70 and \$22.45 each, respectively) now remain on our shelves. Those wanting either version should buy through their regular 'brass' stockist at the earliest possible date. It is very many years now since these models were last manufactured. Meantime, a new HO version is planned and is scheduled for August/September delivery. This will doubtless carry improvements and will come painted black—but price will be \$38.00, reflecting the passage of time since the previous production. There is presently no plan for a further HO2½ version.

Sole Agent and Importer:

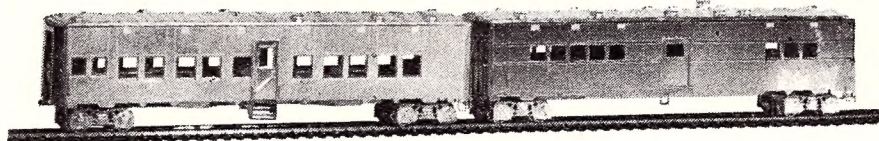
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MU BAY
4-8-0 Loco

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P.O. Box 204, Kings Cross
N.S.W. 2011

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ON THE COVER:

A UP turbine loco shifts tonnage on the layout of the Toowoomba Society of Model Engineers.

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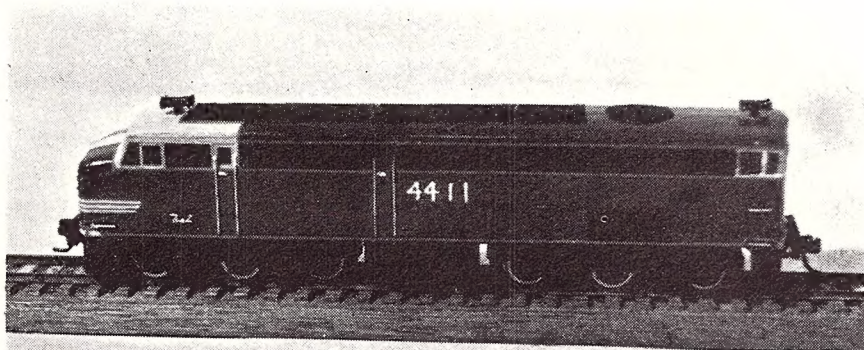
EDITORIAL

A person who reads the editorials which appear on this page will be aware that the Editor is vitally concerned with the emergence of a local Model Railway industry. This issue the Editor, Russ Merriman, has delegated to me the function of sermonising to you. This editorial is about another part of the model railway hobby . . . this magazine. I feel that this magazine has an important part to play in the hobby and that the magazine's existence is essential to the growth of the hobby in Australia. The magazine performs the important function of communicating. Many people might be able to continue with their hobby if the magazine did not exist, but their hobby would be individual and inward-looking. Try to imagine how your modelling would be if your only other contact with other modellers was with the few you personally know. The magazine introduces you to many more throughout the country. All this leads to my point that the magazine must continue to exist for the good of the hobby. The reason I make this point is because the magazine's existence is threatened. The Australasian Model Railroad Magazine is not produced by a group of professionals seeking large profits, in fact, the magazine is produced by a group of enthusiastic ex-modellers in their spare time. The ex-modellers gladly give their time and effort because they feel that this way they can do some good for the hobby. This magazine does not

have large financial resources to call upon and exists only just ahead of complete poverty. This state does not permit any expansion in the services of the magazine and limits the plans the editorial staff have for future articles. In the past two months plans have been made for a change in the finances of the magazine to permit the money situation to improve. Now this does not mean that an increase in price is planned, at least not immediately for the magazine's price is about right now for the magazine's size. The first step in the rehabilitation plan is a change in the printing method — this issue will be printed by the offset process and will permit more photographs and drawings to be used. Other changes will be unseen by you, the reader, and will produce a better magazine at a lower cost. The saving will enable an expansion in the magazine over the next two or three years. **YOUR HELP IS NEEDED!** You can help in the magazine's rehabilitation in many ways . . . by convincing modellers you know to buy the magazine if they do not already . . . by suggesting to your local hobby shop owner that he should advertise in the magazine . . . by contributing articles . . . by providing a feedback of your likes and dislikes in the magazine . . . by helping with the production, if possible. Remember — if the magazine is to continue, it is up to you!

JOHN J. BEVAN.

REVIEWS



NSW 44 CLASS D/E LOCO, SAR 930/936 CLASS D/E LOCO. Produced by **Friedmont Models.** Supplied by **Mini Models, Parramatta.** Available from selected hobby shops. Price: \$6.95.

This kit is a major advance in the local model production for it is supplied basically as one piece. The kit is cast plastic and comprises of a one-piece body plus the pilots (which have to be assembled and attached to the body). It took me only 15 minutes to completely assemble the superstructure to the stage of where it was ready to attach to the chassis.

The chassis recommended for use is the Lima 8024 electric loco. The instruction sheet deals with the modifications clearly, but the job is not simple and a good deal of care must be taken while doing these modifications, otherwise a good result will not be achieved. Alternatively the modeller may fit one of the other proprietary transmissions currently available.

The instruction leaflet provided is

generally quite good. One of the first things that has to be done is to paint the model, if the instructions are followed. I used "Freidmont Red" to paint the models and lined it with "Chartpak". The plastic took the paint extremely well. To finish the job the loco was coated in flat clear paint to hold the "Chartpak" in place. The yellow on the loco was painted with Humbrol "Yellow". This gave a fair match with the lining, but I do believe a matching yellow is on the way and should be released before the forthcoming Sydney Exhibition.

The detail on the model is generally good. The only discernible inaccuracies are in the frontal treatment of the No. 1 end and the roof. The roof is wrong in contour and the radius of the edge curves is too small at No. 1 end. This could be corrected with some careful filing at the right spots.

In general I feel this is a good kit at the price. If one fits the Lima chassis then the modeller would have an Australian Loco for under \$20. A mixed traffic engine of this type would be most useful on any contemporary Railways of Australian layout. R.W.M.

NSWR LCH 4 WHEEL COAL HOPPER. Manufactured by **Mini Models, Parramatta.** Supplied by **Berg's Hobbies, Parramatta.** Available from selected hobby shops. Price: \$1.99.

These wagons are used to carry coal and gravel until the advent of bogie hoppers existed in thousands in N.S.W. Even today, they are still a common sight, particularly in Newcastle, where they may be seen in the Government railway form (LCH) and the private owner form.

The kit comes in a sealed envelope and consequently the modeller cannot inspect before he buys. The parts are cast in a polyester plastic, and in the review kit, had very little flash. Detail was fairly crisp and corners, edges and flat surfaces were true. No wheel sets, buffers, brakegear or couplers were supplied.

There are basically three different parts supplied. They are:

(a) The hopper, which is cast solid. This means that the wagon cannot be run empty as it is always carrying a permanent load of "plastic". The instructions suggest pouring glue on top of the hopper and then spreading a layer of crushed coal on this to represent a loaded wagon.

(b) The Frame (or chassis), which scales out 18" too short and about 3" too narrow.

(c) Axleguards (axleboxes) (x4) which are too high. The axleguards are not predrilled for axles. The inexperienced modeller may have trouble drilling out the axleboxes and gluing them to the frame with the wheelsets aligned. The narrowness of the frame (both prototype and model) and the overscale model axleboxes generally available, means that when the axleguards are assembled they overhang the frame somewhat.

Assembly is by gluing, and a contact or epoxy cement would be best for this. The plastic from which the model is made takes paint very well.

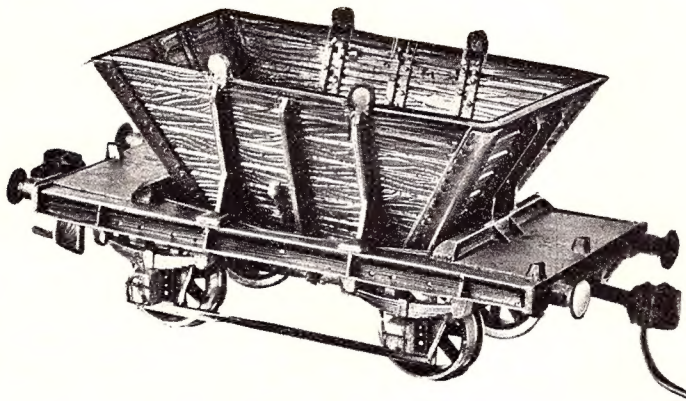
The completed model looks a bit odd because of its underscale length and over-scale height. Not much for the price.

R.G.K.

**ADELAIDE
Model**

**Y.W.C.A. Hall
Pennington Terrace
North Adelaide**

**Railway
EXHIBITION** 3,4,5, September 10am to 10pm



NSWR LCH COAL HOPPERS.

Produced by "Prototype". Supplied by manufacturer. Price: \$3.95. Available leading hobby shops.

Like many members of local modeling fraternity, I was a little shocked at the price of some of "Prototype's" kits. Now at last I have had the opportunity to build one and I am happy to say it is the easiest local bit I have ever assembled. It took me one hour of easy and pleasurable enjoyment to complete this kit to the stage of letting the paint dry.

The kit is an extremely good model of the Prototype with all dimensions being within acceptable tolerances.

I feel this is a good kit for the serious modeller who is prepared to spend to obtain quality. The makers comment that this is not a toy, should at all times be respected.

R.W.M.



STANDARD GAUGE RAILWAY ACROSS AUSTRALIA, by William A. Bayley. \$1.00 plus 13c postage. Supplied by Ziz Zag Press, 17 Point St., Bulli, N.S.W. 2516.

This book by William A. Bayley is presented in a red cover and is printed in offset printing.

It is one of the many books published on the "Indian Pacific". The book is a history of interstate railways in this country. It deals with the break of gauge bungle of our forefathers and the long struggle to rectify this regrettable situation. Starting in the thirties with the Sydney-Brisbane through to the sixties with Sydney-Melbourne, and climaxing in the seventies with Sydney-Perth. The book is well illustrated, as one would expect with an offset produced book. Some old photos do lack clarity, but this is to be expected considering the techniques of last century photographs. There are several pages of photos of the "Indian Pacific", including many of the inaugural train in all States and on all its systems, viz., N.S.W., SAR, CR and WAGR. The only mistakes in the book were two dates on photo-captions. One placed a NSWRL C.38 at Albury over five years after it was scrapped, while another placed a 520 of SAR at Port Pirie seven years before the class entered service. These are only minor points, but as this book is supposed to be a historical record I do feel they distract from it.

In summing up, I feel this book is a good buy for any modeller who wants a brief history of Standard Gauge. Its 64 pages contain the history of the events which lead up to 23rd February, 1970, when the "Indian Pacific" first started its Transcontinental journey.

R.W.M.

Friedmont Models

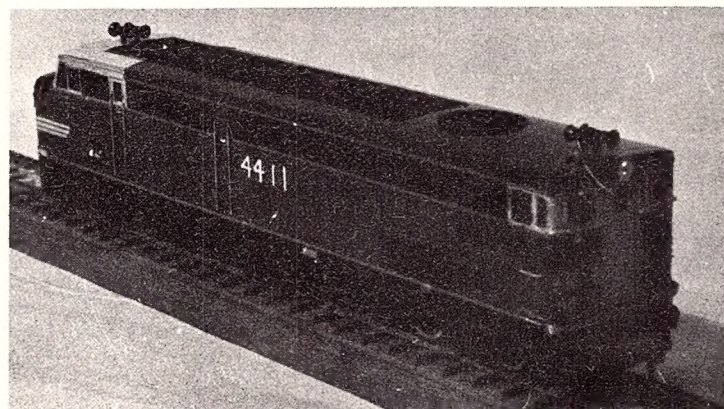
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INSTANT LAYOUT

By A. Abdul

Approximately two months before the Annual Toowoomba Agricultural Show, the Society was approached by the Management of the Queensland Co-operative Milling Association with the request to design, build and operate a moving exhibit to hold the interest of the general public. The exhibit was twelve feet long and three feet six inches wide. Two feet from the front to the backdrop and one foot six inches behind was used as a marshalling yard behind the scene.

The back drop was painted by Ellen Bradley, the wife of our photographer, in just under five hours and is a scene from Webb Park in Toowoomba looking east. On the left is the top of Prince Henry's Drive with Redwood Park down the slopes. Mount Perserverance is on the left background. On the right is Picnic Point, a favourite spot for local residents on a hot day. Left of Picnic Point is The Pimpernel, Mount Sugar Loaf and Mount Table Top all together.

The dark line half way down the back drop on the right hand side is the viewing slot for the operator. The main line was one foot six inches from the floor which made it easy for tiny tots to watch without being a burden

on their parent's arms.

The scenery was hard shell, using Pollyfilla on paper hand towels over crumpled newspaper. It was painted with Pelikan water colours to match the back drop. Signals, platform lights, booking hall, signal cabin, farm house and flour mill were all lit. The mill had a special 32V bulb of its own transformer. Around the bulb was a glazed perspex which gave a uniform light out of all windows.

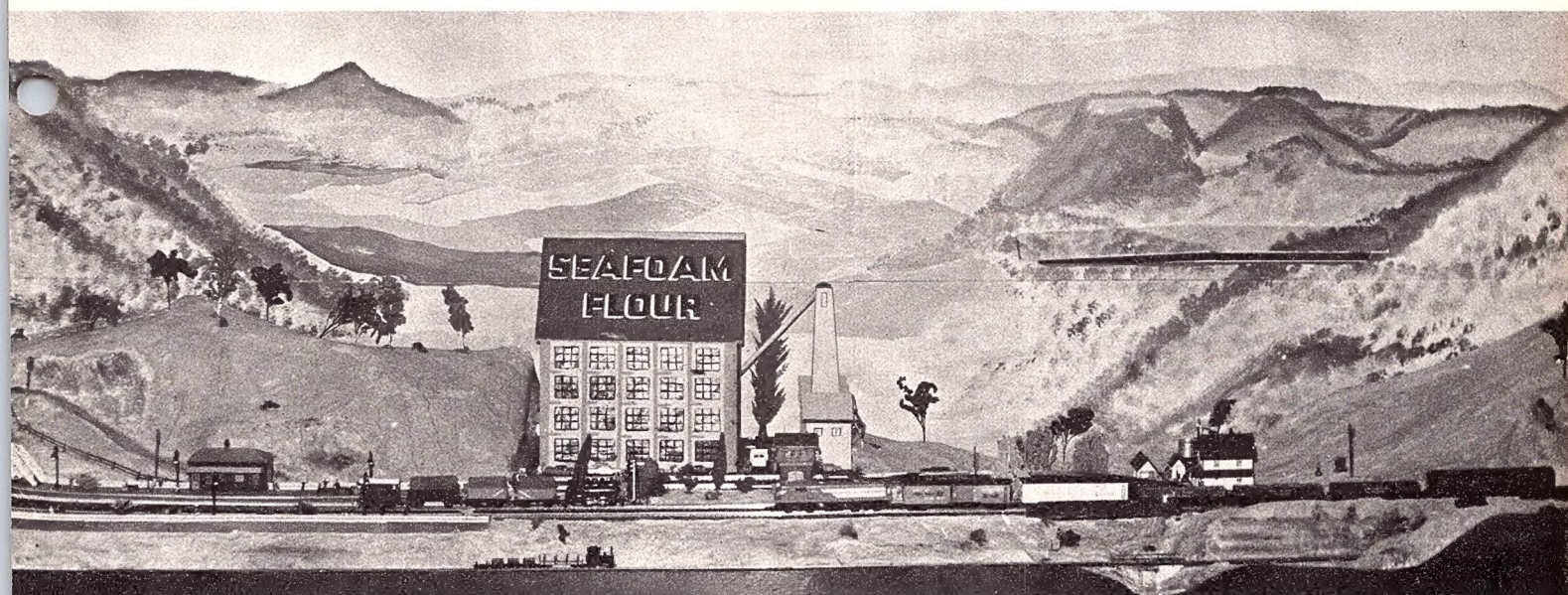
The double track main line was HO supplemented with a HON2½ gauge private line in the front. This proved to be a bigger attraction than the main line.

Anything that was ever built in HO was run over the main line during the four days and nights the show was open. A Rivarossi "Little Joe" is bringing three Tri-ang wagons around to the mill. A 1300 class Q.G.R. Diesel built and owned by Neil Whitley is pulling the advertisement special. The waggons had slogans painted on the side to suit the occasion. "Jeanette", owned by our photographer Graham Bradley, waltzes along the narrow gauge with a rake of Egger-bahr four-wheelers.

The cattle tracks and gullies on the

hills on both sides of the exhibit were easily done. A very weak solution of water and Polyfilla was brushed on and water run down it while the mixture was still wet from an eye dropper. The cattle on the hill on the right side were left loose for a purpose. As the crowd would thin out and in some cases we would have no spectators at all, we would move the position of the cattle. Firstly, all around the top of the hill. Then start them back again up the hill until all eventually were back on top. This brought voiced comments from spectators who came back for a second look, as we changed the trains every 20 to 30 minutes.

It also nearly caused the chap on the next exhibit to blow a gasket. He eventually button-holed Graham Bradley and quietly confided that he knew how we operated the signals, lights, points and trains, but how could we get those cattle to move so realistically. For the want of another answer Graham told him the truth. We have it from good authority that this gentleman turned around and with the look of a stunned plover on his face was heard to say, "If they're not in the Model Railway Game they're not on earth."



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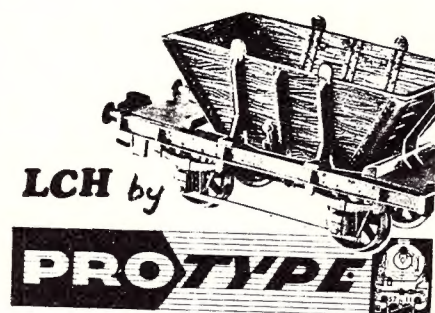
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Trade inquiries, etc. to:

PROTOTYPE MODEL PRODUCTS

P.O. Box 218, Milsons Pt. 2061

THE ENTREPRENEURS

The Prototype Team: Their Story,

The people of Prototype Model Products got together to make a model of an Australian locomotive and so far have made models of Australian coaches, freight vehicles, accessory items and bogie sets, and published an illustrated "Spotters Guide". Due to the limited sales volume of these items in Australia, all models so far built-up as originals will be released only as the market demands.

Prototype Models have adopted a policy in model making which is based on the following premise: "If our modelers want a good-running model of the local prototype and if they are prepared to spend time in assembling a kit, then we at Prototype have got to give the modeller a finely cast metal kit that will not only reflect the characteristics of the original but will, when built up, actually last a lifetime in operation." To achieve this end Prototype has built originals to achieve a high quality and have held up the release of castings which were not up to standard.

To build a scale model original in actual finished size and then reproduce it in metal a number of times, requires very careful co-ordination of plan reading, photo-recording, and actual "on-the-real-thing" measuring and most importantly, the interpretation of these factors into an operational model.

The model-maker in Australia has a harder time of preparing his masters than his counter-part overseas. He has to forget his personality-first approach to modelling and really discipline himself so that he keeps working towards the final product—a high-quality set of casting with good surface detail on the face and correctly positioned locking lugs, etc., on the back. The local man has to do every item in actual scale size. He cannot make the original a few times larger—and pantograph down because of costs.

Costs in ratio to proposed sales, of course, dictate the approach to production. If the Australian producer was rash and adopted overseas production techniques, he would have to make about 40,000 items to cover the cost of his moulds. Moulds could cost up to \$5,000 for a freight van and as the estimated sales in Australia per item would be 400 to 500 over a few years, it is easy to see that the van would have to sell for about \$20 per kit. If the producer had to sell his kit at the acceptable figure of \$5 a kit, he, of course would be bankrupt and have

about 36,500 unwanted kits over. What a way for AN entrepreneur to go!

The Australian manufacturer therefore must be a speciality producer on a low volume market. The incentive that keeps the team going is not money (the financial return is not appealing) but the satisfaction of tackling a difficult piece of modelling and reproducing it as well as overseas manufacturers do with their sophisticated production methods. We at Prototype believe that our latest \$4.50 kits are now equal in quality to the metal kits that sell on the larger U.S. market for \$8 to \$15 each.

The Prototype team has endeavoured to build good models based on a lot of research into the history and peculiarities of the model to be reproduced.

Stages taken in production of a model are usually as follows:

(1) SELECTION, based on requests by modellers for kits and on the advice of retailers.

(2) RESEARCH involving many, many hours of note-taking, photography, measuring and planning.

(3) MODEL-MAKING OF ORIGINALS which take weeks of painstaking work on making and assembling minute pieces with tiny instruments and gauges.

(4-5-6) MODEL MAKING OF MASTERS. After initial mould-making a number of MASTERS are made, corrections and amendments are attended to and more moulds and Masters are made until a set is established which is ready for production.

(7) PRODUCTION is then undertaken to achieve metal castings. The metal used in Prototype products is a very special, safe and quite costly alloy which gives very faithful reproduction of detail.

(8) PACKING. Prototype puts a lot of emphasis on packing to give your retailer confidence in the presentation of the product as well as in the quality of the contents. The Prototype bright orange and black pack is meant to be dominant to proclaim its status with other quality imported lines in their bright cartons. This pack is meant to reflect the pride of the manufacturers who believe they are making kits of world standard for the discriminating Australian modeller and overseas kit collector.

(9) SELLING. The packed Prototype kit is then dispatched to major retailers for scale models. The retailer is a very important part of the scheme, for his ability to buy and stock in quantity the

Prototype kits is an essential link to progressive modelling.

To summarise, Prototype kits are produced in metal from highly detailed originals. They cost about 5 times more to produce than do limited run kits. Prototype kits have inside detail where it should be seen and therefore they must sell for a somewhat higher price.

We know at Prototype that our team, as closely knit as it is, is only a part of a bigger team that includes, the all important distributor and retailer and above all the discerning and buying modeller. We know that the only person who can help get better, lower priced kits on the market is the man who backs the producer — you, the modeller.

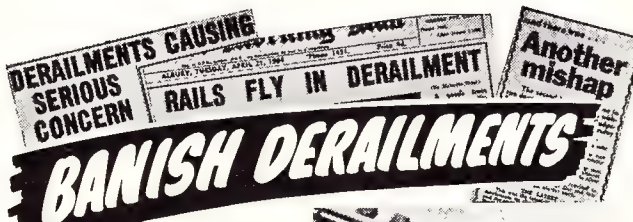
NOTICE

Due to insufficient requests during past months, the intended

**REPRINTING
OF
ISSUE No. 1
has been
CANCELLED.**

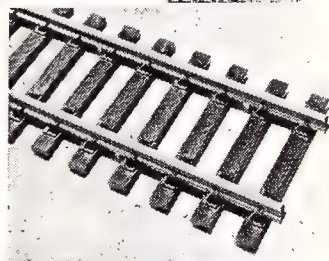
Would those persons who have already sent money in, write to us and tell us whether you require a refund or wish the money to be held in credit.

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SL-370—for Long Crossing, two	60

POINTWORK

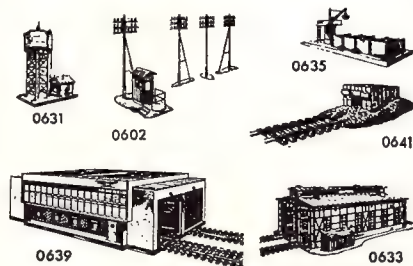
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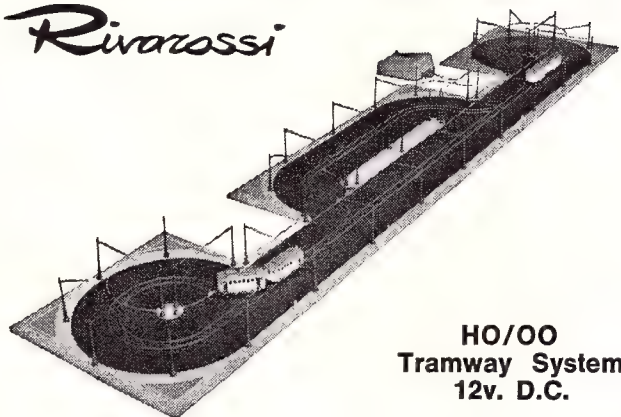
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Rivarossi



**HO/00
Tramway System
12v. D.C.**

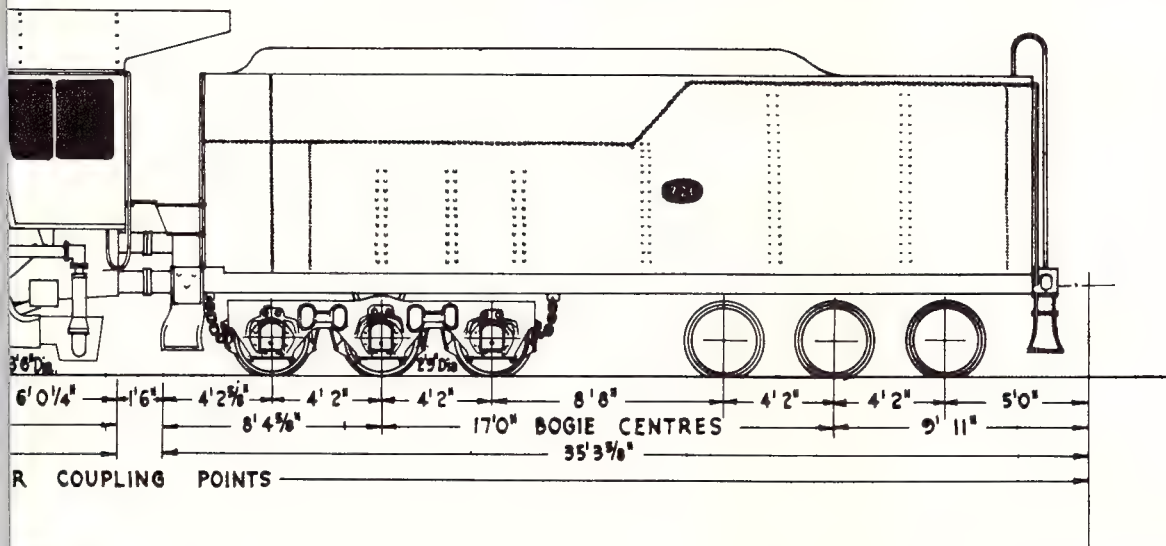
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Action photograph of 724 by Doug Colquhoun; other photographs by South Australian Railways.





SOUTH AUSTRALIAN RAILWAYS

720 CLASS

2 - 8 - 4 with 12 wheel tender
GAUGE..... 5'3"

SCALE: FULL SIZE HO (3.5mm = 1'0")
DRAWN: I. Thorpe & R. Tonkin July 1970



Following the success of the 700 and 710 class Mikados the SAR decided to build a light-weight high tractive effort loco for secondary lines. As a result the 720 class was born. The first of the class was delivered from the builders, Islington Workshops on 26/11/1930. Altogether 17 of the class were delivered. They were outshaped in three batches until the final loco No. 736 was available for traffic in August, 1943.

In working order the engine weighed 123.4 tons and the tender 108.9 tons, engine and tender together thus turning the scale at 232.3 tons. The axle loading was around 19½ tons with a maximum of 19 tons 17 cwt. in the rear wheel of the trailing truck.

The information for this article was obtained from the book "700" published by AUSTRALIAN RAILWAYS HISTORICAL SOCIETY (S.A. DIVISION) INC. The authors are DOUGLAS COLQUHOUN, RONALD STEWIEN & ADRIAN THOMAS.

Loco No.	Date in Service	Total Mileage	Date Condemned
720	26/11/30	729,376	9/6/59
721	9/1/31	720,199	14/4/60
722	16/2/31	666,649	14/4/60
723	29/4/31	597,065	9/6/59
724	24/6/31	681,635	14/4/60
725	15/10/38	433,043	30/9/58
726	11/11/38	501,977	14/4/60
727	9/12/38	484,132	9/6/59
728	17/3/39	469,460	9/6/59
729	16/5/39	440,715	26/3/58
730	28/6/39	452,095	9/6/59
731	23/5/42	433,572	9/6/59
732	11/7/42	426,728	9/6/59
733	27/8/42	454,359	9/6/59
734	25/2/43	411,094	26/3/58
735	23/6/43	426,764	14/4/60
736	7/8/43	411,097	14/4/60

Australasian Model Railroad Magazine

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~~Let's Ride the S.C.R.~~
- No. 6 25c Feb./Mar., 1964.
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Tips for Splicing Wire.
- No. 7 25c April/May, 1964.
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Hopper Wagons.
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Build a 44 class diesel
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MIXED GAUGE

by Spencer Street

Have you seen our advertisement for the new Friedmont diesel locomotive—the NSW 44 class or SAR 930 class ALCO "World" 1800 h.p. Co-Co cab unit? I have had a quick glance at the pilot model, and the dimensions and details appear to be excellent. The model is a one-piece injection moulding, suitable to fit on the Lima Dutch electric locomotive (as with the Tonkin product), the first of this type in Australian model production. (P.S.: The prototype is derated in South Australia to 1600 h.p.).

After the piece on the Royal Train was written for the last issue the composition was changed, RL Royal Train eventually departed with (from the rear) AAH 9 (NSW Commissioner), SSA260 ROA VIP car (Royal Family), NAM 2329 (Twinette), LAN 2326 (Roomette), RMS 2358 (Diner), PHN 2361 (Power Van)—6/272 tons hauled 2/422 class.

Arrangements are now commencing for the Sydney Model Railway Exhibition. As usual, this will be held over the 6 Hour Week-end, Sat. 3rd—Sun. 4th—Mon. 5th October. I am sure the quality

of previous years will be maintained by the AMRA organisers and the participants.

Harking back to model kits. An acquaintance of mine, who assembled the Prototype PV, considers it the easiest Australian kit he has handled. It would be interesting if some of your readers could air your views on your most favoured kit, to me an appreciation of the general standard which you have found in Australian kits.

Some of us modellers can achieve spectacular collisions. However, I doubt whether we could equal the smash earlier this year in which 18 75-foot wagons into 150 feet length was the result. Once again let me know of your best efforts.

Further to my item last issue, the first of NSW's trade in diesels has been sent to the scrap merchant. The unit, No. 4004 was traded in to A.E. Goodwin for 442 class on 18/3/70, written off the books on 20/4/70 and its skeleton despatched to A.G. Sims Pty. Ltd. early in

May, having been withdrawn from service on 2/2/70.

An ALCO design, the locomotive was built in Montreal and placed in service on 4/3/1952. As far as I know this is the first Australian d/c locomotive to "die of old age" and other than the two VR "S" class destroyed at Violet Town, the first to be scrapped (officially).



Above is the latest trade mark of the N.Z.R. What a pity some of Australia's rail administrations don't develop such a catchy trade mark.

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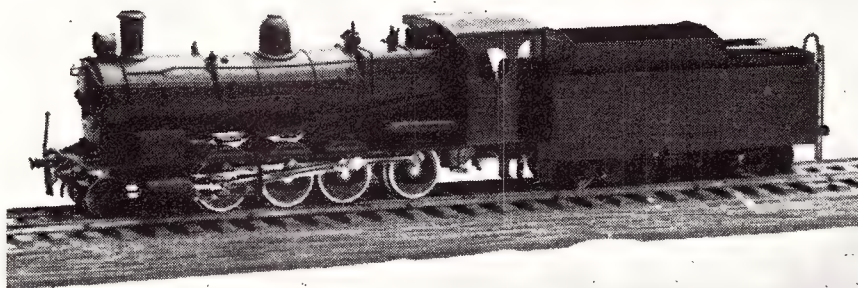
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A TYPICAL

QUEENSLAND SIGNAL CABIN

By T. O'Neil

A fast-disappearing sight along the Queensland permanent way is the old-style timber signal cabin. Of those that remain, two features appear to be consistent — no two signal cabins are identical and all appear to be in need of a coat of paint, at least.

The model structure shown in the photograph represents approximately 10 hours' work, and is the first effort in this type of modelling by the author. Consequently these were some minor traps into which I fell, but generally the finished model is quite acceptable—particularly considering the general appearance of the prototype.

Tools and equipment used in the preparation and assembly include: scale rule, steel rule, trisquare, Stanley knife, Gem razor blade, compass, tweezers, marking pen and large sheet of glass for the bench top. Materials included 6" scale weatherboard, 3" scale corrugated iron (timber), .030" and .010" plasticard, balsa, cellulose acetate, M.E.K. solvent, polystyrene cement and flat enamel paints.

Walls — Scale Weatherboard

The initial work was on the preparation of the weatherboard ends, front and rear wall panels. Extra care was necessary when cutting the end with the doorways to ensure the whole piece did not split. Clear thinking was required to remember that the ends are shaped under the roof. Then the floor for the upper level was cut to size (remember the inside area is less than outside dimensions).

Windows — Plasticard

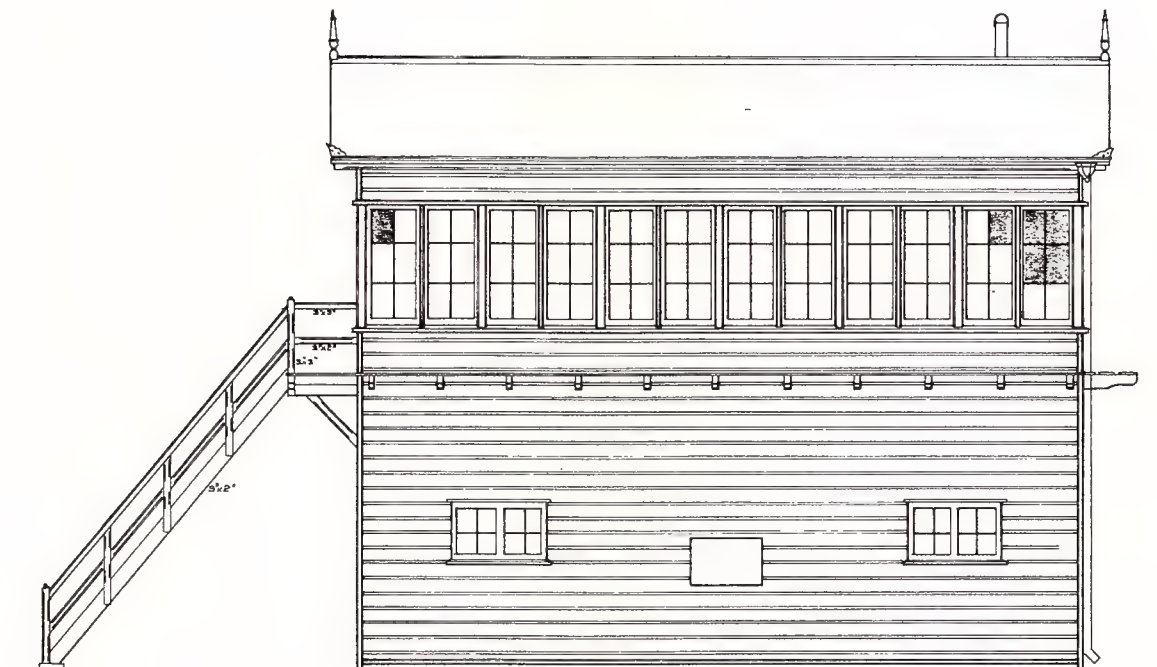
The windows were next to receive attention. .030" plasticard was cut to the overall length of the window frames and the whole of the glass area removed, leaving a large rectangular opening. A small compass was set to the required distance for the main divisions and marked onto the plasticard. Five 1/16" strips of .010" plasticard were then cut slightly longer than necessary (this was one of the more obvious errors in my method — they should have been the same length as



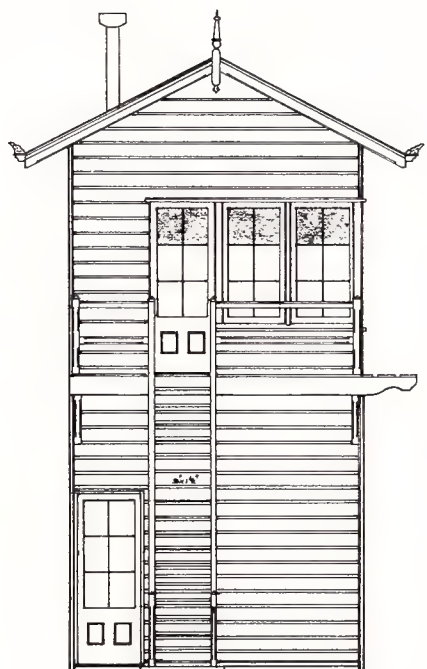
the opening) and both ends were dipped into a bottle of M.E.K., and placed into position on the window frame. Whilst other methods and products can be used with plasticard I found M.E.K. most practical due to the fact that the card remains pliable long enough to position the pieces correctly. The compass was set again to mark out the smaller sections of the window frames. Six 1/32" strips of .010" card were then treated in a similar manner. The two end windows were made on the same principle. The two doors were cut from .030" card, leaving a rectangular section open in the centre.

Glass — Cellulose Acetate

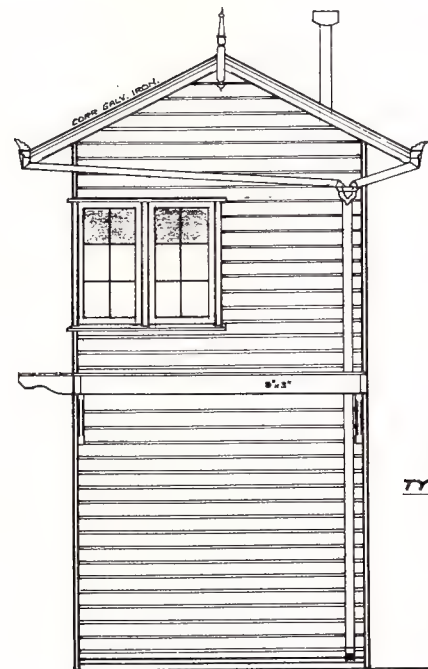
A strip of cellulose acetate was cut larger than the openings for the windows and doors. The location of the mullions in the windows was marked out on graph paper, then the cellulose acetate was fixed with durex tape to the paper. A marking-out pen with suitably coloured ink was used to mark the mullions onto the acetate. The glass was then cut approximately to size and fixed in place with polystyrene cement. Care was required to ensure that the "windows" were placed correctly initially, as any smudge of the cement would show up on the window.



WESTERN ELEVATION.



NORTHERN ELEVATION.



SOUTHERN ELEVATION.

COLOUR SCHEME:-

ROOF ——— RUSTY IRON.
 WINDOW FRAMES, STEPS
 & RAILS ——— FADED WHITE.
 CHAMFER BOARDS ETC. — FADED LIGHT STONE.

SIGNAL CABIN.

TYPICAL QUEENSLAND RAILWAYS
TIMBER STRUCTURE.

SCALE — FULL SIZE H.O.

Assembly (Part 1)

The assembly of all the parts prepared at this stage was done using polystyrene cement. Small blocks of balsa were glued to the inside of the ends (don't forget to leave enough space for the front and rear wall panels) so that the upper floor can be placed on top of them.

When set, glue the front and rear wall panels to the ends, making sure that the four panels line up at top and bottom (particularly the windows). Hold this assembly together with some large rubber bands and check for squareness before the glue sets. Place the upper floor on the balsa blocks and when the wall panels have set, remove the floor and glue back in place.

Roof — Corrugated Iron (Timber)

The roofing material was then cut to size, and a small chamfer filed onto the two top edges representing the hip joint (underneath).

Planking (Catwalk) — Plasticard

The planking was then prepared, once again marking out the projections of the floor joists with a compass. The floor joist projections were cut from .030" card (as was the planking itself). The planking was held the correct distance apart with dux tape at each end, and each projection (floor joist) was dipped into M.E.K. (held by tweezers) and then placed onto the planking to set.

Assembly (Part 2)

By this time the wall panels had set, and the doors were glued in place. With a little care, either or both doors can be left ajar. When the doors had set, the roof was fixed on making sure that the hip lined up with the shape of the end walls. The cover strips at each end were cut from .010" card and fixed in place. Then using polystyrene cement I fixed the planking along the front of the cabin, and when set, the two end pieces were glued in place, taking care to put the shorter one at the correct end.

Steps — Plasticard

This part of the signal cabin provided the greatest challenge, just how could I make the steps even and square. I don't know if this idea is original, but I made a template out of strips of balsa slightly narrower than the steps were to be, so that I actually had a solid stepped block. One of the side boards of the steps was attached to the balsa template with dux tape, checking to ensure that it was in the correct position. Any error at this stage would have ruined the attempt. After dipping each step in M.E.K. (one end only), it was placed in position onto the side board. Once again extra care was required to ensure that each step was square to the side. When all the steps had set firm, the other side board was positioned and fixed to the template with dux tape (of course the other side board and the steps were left in situ). With a small brush, a drop of M.E.K. was placed on each step where it was resting against the side board. A



further check on the squareness of each step was made before the card set hard.

Guttering, Cover Strips and Handrails — Plasticard

Whilst the steps were setting, the guttering and cover strips were fixed in place with polystyrene cement. You will note that no painting has been done yet—I found that the cement did not take good enough on some test pieces on painted card and timber. The handrails were cut from .030" card and when the steps had set and carefully removed from the balsa template, they were placed under the planking and "set" with a few drops of M.E.K. The assembled model to this stage was placed in an upright position to ensure the steps set in the correct position. The corner posts were placed onto the

planking after being dipped into M.E.K., and the top handrails were fixed with polystyrene cement where they joined onto the end wall of the panel and M.E.K. where joining card posts. Some fiddling and positioning was necessary until the rails had set.

Painting

After allowing 24 hours for the card and timber to set rigidly, the model was painted according to the colour scheme in the plan, and on checking photographs of the model against photographs of prototype signal cabins, there is a remarkable resemblance. My next structure effort will be a more modern signal cabin, and I expect that the experience gained with this model will result in an equally modern and neat structure.

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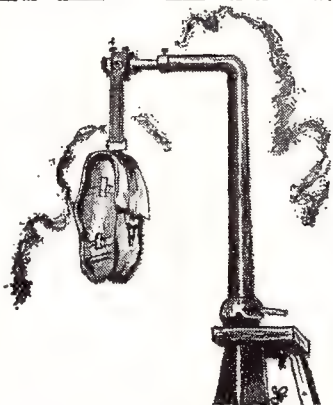
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MAIL BAG



Sir,

As a Canadian now living in Western Australia I may be able to answer Mr. William Clow's question regarding the significance of the letters "NKP" (AMRM March/April).

All rolling stock interchanged between the North American railway systems, both railway owned and privately owned must carry "reporting marks" consisting of dimensional data, car number and owner initials painted on the side of the car in a manner approved by the Association of American Railroads. These official markings have nothing to do with the slogans, heralds, road names and other such things on some North American freight stock. In most cases the ownership of a car will be indicated by the first letters of the owning company's name—e.g. "CN" Canadian National, "CP" Canadian Pacific—but in some cases other letters will be used to avoid confusion. For example, the Texas and New Orleans Railway and the Temiskaming and Northern Ontario cannot both use "TNO", so the latter line has been assigned "ONR". In the case of the New York, Chicago and St. Louis the choice of NKP—formed out of Nickel Plate—was probably due to the desire to avoid difficulties arising out of the length of "NYCSL" rather than to any identical initials belonging to another line.

I trust that this may solve your problem.

MICHAEL F. H. HALLERAN,
Maylands, W.A.

Sir,

Congratulations to the AMRM for the review given to locally manufactured kits of Australian prototype. The magazine has at last criticised a locally produced kit.

The editorial of this magazine has from time to time briefly criticised the finish of a few of these kits and also pushed for standardisation of model railway parts.

Of all the kits reviewed by this magazine, only once has the kit been criticised. In this review, the WVK, a list of mistakes in the kit is shown with a final summing up—"Apart from these mistakes this is a good kit." This kit has at least three main failings—too wide, no roof detail and one side is wrong. Now, I ask you how can this be a good kit.

One of the local manufacturers has complained about the lack of support. I believe if he looks carefully at his kit he will notice the reason for the lack of support. I have, to date, purchased three of his kits for an outlay of over \$12.00 and I have not one decent vehicle to show for my money.

When I purchase a kit I expect to spend a total of 8-16 hours assembling this unit and adding extra detail not repairing the broken detail already on the kit.

If this magazine meant business it would briefly review all kits produced briefly listing faults. This would show the readers the magazine is looking after the local modeller and not a false propaganda sheet for the manufacturers.

May I also add a few words to the "TRAM" fiasco. The trams, while I do not personally favour them, are necessary in our hobby to fill the large holes left by the Australian railway modeller. We, the modellers, do not bother to write articles for the local journals; we do not bother to build and staff a layout for the exhibition so why should all us locals complain about the problems our hobby is suffering from instead of helping to correct these problems.

In all, congratulations to the editorial staff of AMRM and the Exhibition Committees for running their various activities with the little support they receive.

R. A. GALLAGHER,
Malabar.

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in A.M.R.M.



NOTES OF THE SYDNEY MODEL RAILWAY SOCIETY

The first day of winter brought some surprises, so many, in fact that the club room was packed to overflowing. Two country members, William J. Parker, of Lismore and Jack Fitzpatrick, of Tamworth, were given a very warm welcome. The editor and two photographers from AMRM were here to gather material for a possible article; John Alexander and Ron le Marsney turned up after six months wondering if they were still members or were now regarded as occasional visitors: John was particularly pleased to find his junction diagram still working properly; Warren Williams came up with a brand new engine shed for the Medway shunter. The old brick-paper shed was summarily condemned and demolished; and the new one installed. And apart from the best turn-up of members for months coming (over a dozen "O" gauges alone) there was an unusually large number of visitors present.

Recurring trouble concerning reversers not lining up between sections is still evading the electrical trouble shooters. Reversers not lining up usually causes the very unfunny phenomenon of locomotives doing a "Casey Jones" reverse engines or locked-wheel stop when passing from one section to the next, a situation not really conducive to efficient running.

Ted Davies has had his 12 class loco in for a run. This engine looked particularly well hauling the "Vintage Train".

Max Mitchell has added yet another locomotive to his stud, this one being a model of a Boston and Albany 4-6-6T heavy suburban tank engine. This engine is finished in Midland red livery, and should prove a very useful addition to the locomotive roster.

By the time this appears in print the 1970 annual general meeting will have been held. A full report will be in the next Yardmaster.

WANTED

PHOTOGRAPHS OF INTERESTING
LAYOUTS AND STORIES — TRY
YOUR HAND.—Ed.

1 into 2 A La LYSAGHTS

By R. Merchant



As an avid reader of the AMRM for some years, my favourite articles have always been conversions. But, as yet I have not seen any articles on converting the many plastic Australian prototype goods wagons—hence this article.

Anyone who saw the inaugural Trans-Australia freight express could not have failed to see the first through Sydney-Adelaide train (No. 263) which followed it. This train consisted of ten vehicles coded CCX under the blue tarpaulins of "Lysaghts Steel." Now the CCX is a simple modification of the ever useful BDX—but with a difference. The CCX consists of two trays, 21' x 8'9" x 4', mounted on a 46'3" underframe. It is permanently fitted with three tarpaulin rails and craddles for various sized coils of steel sheet. The vehicles are fitted with 2CD bogies (Friedmont—"top hangers") originally but bogle exchange allows endless variety.

THE MODEL: The model requires one complete BDX kit + 2 end pieces from a second BDX kit. This is no drawback since the second kit can be converted to a passable ELX using plain sheet ends (see future article, with the Editor's permission). So armed with all your small tools you proceed as follows:

1. Clean up all sides and ends, as per instruction sheet.
2. Using a fine hacksaw blade, cut the sides as shown in figure 1. The pieces should be nicked at the bottom of the cuts with a three-cornered file

and scraped off to leave a gap in the side 10mm. wide and 13 mm. deep.

3. Assemble sides and normal ends as per instructions but substitute a floor of 1/16" sheet (balsa or preferably obechi). Alternatively the 1/8" floor supplied should be cut down in the centre. The 1/16" floor is fitted so that it sits 1/32" above the bottom of the gap (see figure 2).

4. Take the extra ends and file a deep mark across the back 13 mm. from the top. Break it off and discard the bottom piece. File the bottom of the top piece until it sits on the floor of the vehicle and the top is level with the top of the sides (see figure 3). However, before gluing into place fit one small piece of card to each of the pieces (see fig. 4) to hold the tarpaulin rails.

5. Turn the body over and fit the centre sill and centre drop sill (supplied with kit). Fit your choice of bogies and couplers.

6. Fit normal ends of the vehicle with small card pieces (see fig. 4).

7. If tarp rails are required they may be bent to suit (fig. 5), but if the vehicle is to be loaded, a better idea would be to cut a number of templates (fig. 6) for insertion into the vehicle. The tarpaulin could then be built upon these with "Scotch" Package Sealing Tape. The correct cover on the prototype is a fitted tarpaulin, i.e., no folds and a minimum of anchor ropes. The colour is dark grey with a mid-blue panel along each side. Some 2 ft. high and broad

lettering in white of LYSAGHT and STEEL alternately (fig. 7).

8. The vehicle can now be painted either grey-black or the new blue shade (Friedmont paints) and the fitting of the correct number boards (fig. 8) renders the vehicle ready for service.

Well, there it is. I hope that this will encourage a flood of similar articles in the magazine, because I for one, like to "kit-bash". (Note: Negotiations through Berg's hobbies at Parramatta have revealed that Friedmont models are willing to make available, under separate pack, extra pairs of ends for the CCX, at a nominal charge. Ask for them when you buy your kit. R.M.)

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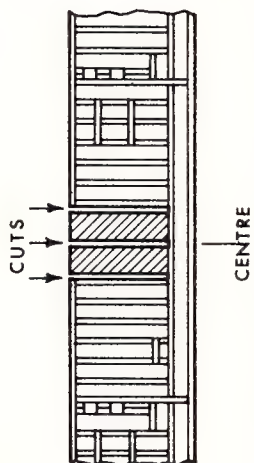
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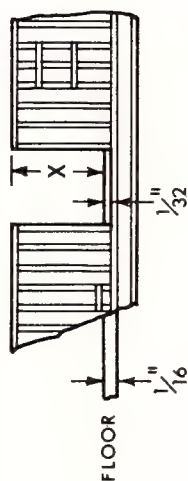
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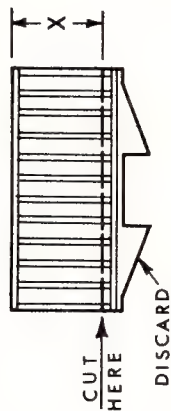
Last issue we inadvertently misspelt Mr. Purcell's name incorrectly. We are sorry for any inconvenience caused.



Alterations to the Sides—Fig 1

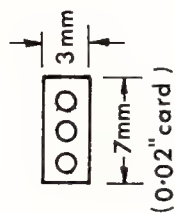


Fitting of Floor—Fig 2

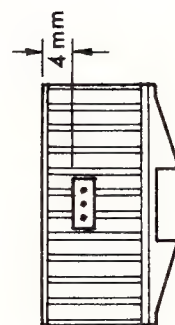


Preparing Centre

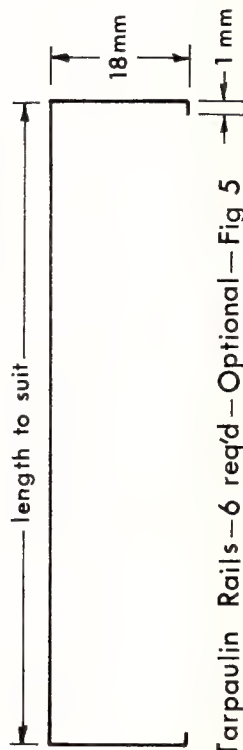
Walls—Fig 3



(0.02" card)

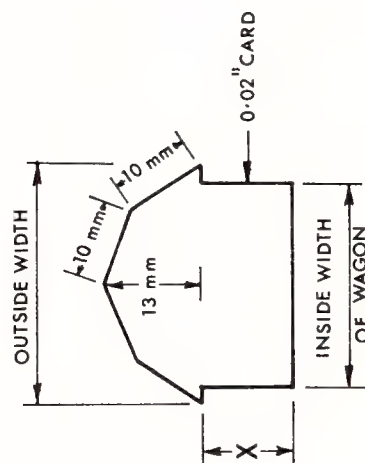


Tarpaulin Rail Anchors (4 req'd)

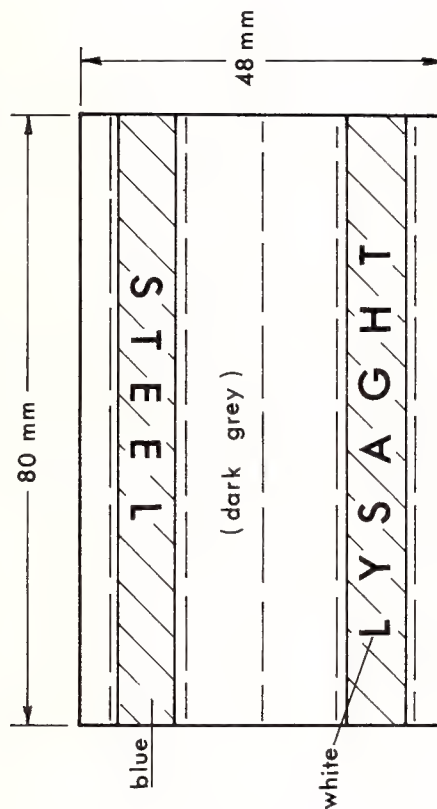


Tarpaulin Rails—6 req'd—Optional—Fig 5

Fig 4



Tarpaulin Former (6 req'd)—Fig 6



Possible Numbers

28406
28524
31617

Tarpaulin (2 req'd) — Fig 7

FOR THE YOUNG MODELLER

B. A. R. Garratt

Once the track plan has been drawn on the baseboard and you are satisfied with the layout, you commence putting down underlay on which the track will eventually be secured.

As a result of the discussion of various types of underlay last issue, you have probably made a decision as to which type you are going to use. Briefly, the two most widely used materials used for underlay are sheet cork and plastic foam. Others have been tried, such as sheet rubber, with varying degrees of success. The chief function of underlay is to reduce sound transmission to the baseboard, which in turn will act as a resonator, yielding you a noisy layout.

I will first deal with how to lay sheet cork underlay, and then go on to describe the method for plastic foam. With sheet cork, different people prefer to use different thicknesses, most choosing either 1/16th" or 1/8". I prefer the 1/8", as a better sound insulator. It is laid in the following manner. Cut it into strips either as wide as, or a little wider than, the sleepers on the track of your choice, and of manageable length (about 9") for your straight sections, and a little wider than half the sleeper width for the curves. On the straights, the easiest way to lay it is to visually estimate the centre line of the strip and lay this over the line you have marked on the baseboard. Do a "dry run" first; this will help you to see what you will fasten down later. On curves, the procedure is a little different. Instead of estimating the centre line, you butt the edge of the half-width pieces of cork onto it, staggering them like bricks in adjacent layers.

Try only a short section of this on your dry run, as the cork will not hold in this curved shape. Anywhere on your trackplan that neither of these shapes of cork will fit, you cut a piece that does. This is mainly necessary at points, where the cork must be trimmed at an angle to suit the size of point you use. All this cork must be glued down to the baseboard. The most economical glue to use is a P.V.A. woodworking glue, such as Selley's "Aquadhere" which holds well and dries clear. Be reasonably

lavish with it, and spread it to the edges, especially to the corners, where it is most needed. Place it in position—if you miss, do not despair, just move it to right place, either by sliding or lifting it. The glue will remain workable for at least five to ten minutes. Press out air bubbles, and leave it to dry. In twenty-four hours you will have a baseboard ready to take your track. If you have a large layout, you will probably not complete all the underlay in one go; do as much as you feel like doing and do the rest some other time.

Foam plastic underlay presents fewer problems, because it is shaped to the track, with special pieces for points, etc. It may be tacked or glued in position; I prefer glue, but it is a matter of personal taste which method you choose. You must, however, ensure that the glue you use (if you do) does not eat away the plastic foam. Test it on a small piece before you lay any. Then it is a reasonably simple matter to align it and fasten it down. If you use tacks (use panel pins, or very thin tacks), do not have them sticking up at random; rather just bury their heads in the foam. When all your underlay is down, your trackplan will stand out from the baseboard, and you can re-analyse it, checking for faults such as those I mentioned last issue.

Now (at last!) actual tracklaying can commence. Any fool can pick up a length of track, a hammer and some nails and proceed to bash all three 1/4" down into the baseboard, but good track, which is the ultimate criterion for a good model railway system, takes a lot of care to install. On a straight, for instance, your track ought to bear a strong resemblance to the proverbial rifle barrel; joints have to be dead smooth (no click click . . . click click); points must be aligned truly. Good tracklaying is a skill acquired only after much practice, but well-laid track is its own reward; the better your track is laid, the less time you will spend finding its faults (the hard way!) and correcting them. Now is the time for a number of very important decisions on your part. They are almost irrevocable decisions and, having made them, you will find it extremely expensive to change your mind. The first of these major decisions is the type of track you are going to

use; there are two main categories, flexible track and "snap track". I will deal with the latter first. "Snap track" is model railway jargon for those brands of track which you get in sets, having fixed radius curves and ready to assemble and run. This is produced by a number of manufacturers, including Tri-ang, Fleischmann, Marklin and Rivarossi, and is available through most, if not all, model railway dealers. It has some advantages over flexible track; mainly that it does not have to be secured to the baseboard for you to see the final result, so you can modify it if necessary without too much damage to the track. Also, its curves are usually very tight—this is fine for squeezing your layout into a small space, but no good for hauling long or fast trains. Most brands also have either special lengths of track or plug-in units which save you soldering wire to the rail. They also have a large range of ancillary equipment to go with their track, but you can see for yourself by purchasing a number of catalogues and looking at them. Next issue I will go on to discuss the merits and demerits of flexible track and how to lay each type.

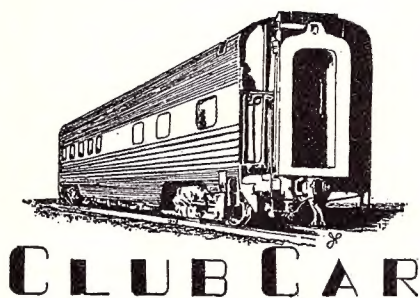
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EASTERN DIVISION

PROGRAMME FOR 1970 (subject to change)

11th July: Visit to Sydney Society of Model Engineers, Ashfield.

8th August: Annual General Meeting — Bob Kable, 16 Endeavour St., Sans Souci.

19th September: Visit to Sydney Live Steam Locomotive Society, West Ryde.

2nd-5th October: Sydney Model Railway Exhibition.

11th October: Australiana Park, Wilberforce.

14th November: David Peterson, 1 Myall Ave., Wahroonga.

12th December: Picnic outing, train trip Sydney-Wollongong, Moss Vale-Sydney.

At the Executive meeting held on 26th July the new Executive Council took office. The Council is largely unchanged from last year and consists of John Beckhaus, John Casey, Tony Cutcliffe, Jim Davey, Arthur Hunt, Alan Johnston, Bob Kable, Frank Maxwell, Warren McLeod, Rod Tonkon, Bob Wickenden as well as the Divisional Representatives listed above. Alan Johnston was elected President; John Casey, Executive Vice-President; Bob Wickenden, Secretary; Arthur Hunt, Treasurer.

HOW ABOUT A CHANGE FOR OCTOBER?

Thirty eight miles from Sydney Central, three miles past Windsor, is a very notable historical preservation venture, still under reconstruction. It is the Australian Village, over half a square mile of recreated history, which is soon to become known Australia wide, if not world wide.

Under the capable guidance of Bill MacLachlan, and with the energetic co-operation of several like minded souls, including the author, a true monument to the pioneering days is being built. It is a genuine old-time town, complete with a mile and a quarter of 18" gauge railway. This features a through truss bridge, a girder bridge, a long tunnel and a genuine ex-NSWGR station building from Kurrajong. Every building in the town, about twenty or thirty, when the town is completed, is old and authentic. Each building bears a descriptive sign which mentions dates like 1798, 1803, 1820, etc.

The Kurrajong goods shed is 75 years old, and has been completely restored. In it is being built an HO gauge railway of about 1910 vintage, 20' x 10'. The railway is based on the Blacktown to Kurrajong railway but has some added detail to make it more attractive to the public. It has one and a half scale miles of track, divided into sections, and controlled by a Relay Logic Computer. This will automatically control four trains running between stations. Other features include a three feet high waterfall with running water and several other automatic devices.

The whole village is rapidly nearing completion after a long work program. The 18" railway is operating in a shortened version in a circle over its bridges and through its tunnel. The Kurrajong goods shed is the venue of the October meeting of the S.C.M.R.A. Admission to the grounds and goods shed will be free to S.C.M.R.A. members and families, and the many other sights and experiences of the Village will be available at a reduced rate. Why not make a day of it?

AUSTRALIAN MODEL RAILWAY ASSOCIATION, NEW SOUTH WALES BRANCH. Secretary: Phil Kelly, 20 Lee Street, Condell Park. 2200. Telephone: 70-5317.

Meetings have been held at the Rockdale Clubroom, with a Working-bee on 16th May and an Auction Night on 22nd May. On 6th June the layout was available for use, whilst the Sydney Live Steam Locomotive Society at Darvall Park was the venue for our meeting on 20th June. The layout was again made available on the evening of 26th June.

Coming Branch meetings are:—
Saturday, 15th August: Guest Speaker.
Friday, 28th August: Layout Maintenance and Operation.

Saturday, 5th September: Open Day—watch notice board.

Saturday, 19th September and Friday, 25th September: Working-bee on Exhibition Equipment.

3rd, 4th and 5th October: Model Railways Exhibition, Lower Town Hall, Sydney.

Saturday, 17th October: Post-Exhibition Discussion; all comments welcome.

Friday, 23rd October: Colour Slide Evening.

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SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION. Secretary: Bob Irvine, 50 Gardiner Avenue, Warradale, S.A.

Meetings are held on the second Wednesday of each month in the Railways Institute building at the foot of the steps leading down from the Adelaide Station car park.

Centre of attention for all members is the first model exhibition organised by SARMA. Experienced gained in other exhibitions has proved invaluable for the organising committee of Eric Milne, Bill Coles and Peter Fehlberg. Exhibitors at the big show will include the SA O Gauge Association, the ARHS (SA division) and several stores and importers. Although 'straight out of the box' models will be shown in limited numbers, the main theme of this exhibition is the role that scratch building and kit bashing play in model railroading. Static displays and operating layouts will help to show the many different facets of this wide-ranging hobby. Besides HO gauge we will have O, HO₃, HO_{2 1/2} and N gauge equipment on display, using Australian, British, Continental and American prototypes with Australian well to the forefront.

Club construction nights have turned from building wagons to revitalising the portable layout and several other projects suitable for display. When the exhibition is over, we will return to the SAR pyrites wagon in the golden yellow colour scheme.

Remember the dates—3rd, 4th and 5th September, 1970, in the YWCA HALL in PENNINGTON TERRACE, NORTH ADELAIDE.

Doors will be open from 10 a.m. to 10 p.m. All visitors to the SARMA Exhibition can be assured of many hours of interest as they wander through the exhibition.

Club meetings for the coming months:—

12th August is Auction Night.

Guest speaker Bill Giddings will recount some of his experiences on the footplate of SAR steam power at the 9th September meeting, and we'll look at the WA iron ore lines at the 14th October meeting. All visitors are welcome.

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is first of month prior to month of issue.

SCR PUBLICATIONS

NSWR Passenger Car Codes

This is a companion book to the Goods code book, but is illustrated. Again the book is a help to those who are not sure of the types of cars in passenger and special service on the NSWGR. Like its companion book it contains details of types of bogies used under the various types of equipment, plus details of the type of service the cars are used on, and their interior configuration. Price 75 cents.

INCREASE TRACTION

By R. Gallagher

Recently a leading hobbyshop began importing N.S.W. prototype locomotives. I have found that while the locos are great in appearance they are sadly lacking in pulling power. The following article explains how to increase power by nearly double.

"32" Class

Firstly, dismantle the body off the chassis by means of two screws at base of cab and the pony truck bolster shaft. Remove the lead slug from the boiler by means of retaining screw. Now, using 10 gauge lead shot fill up front section of boiler and replace lead slug. This operation has to be completed by trial and error to successfully replace the lead slug.

Now, cut the following sizes out of 1½ mm thick lead sheet.

- (a) Two pieces 29mm x 12½mm.
- (b) One piece 29mm x 7mm.
- (c) Two pieces 24mm x 13mm.

Place both "A" pieces in forward section of cab roof. Retain with an adhesive. Piece "B" is to be placed in rear section of cab roof and glue. Glue the "C" pieces high on the curved sides of the firebox. Try replacing the chassis into the body. Check that the motor revolves freely.

When satisfied remove chassis. Now, out of lead bar or laminated lead, form the following sizes.
(D) Two pieces 75mm thick.
(E) One piece 9½mm thick.

Place "D" pieces in the cab astride the motor. Before glueing check for motor and rear wheel clearance, rectify if necessary. Position "E" between the driving worm and the cylinder support inside the chassis. Before securing check for clearance of axel springs. A extra hint, before securing the "D" pieces in place scribe vertical lines on the outer sides. This gives the appearance of the canvas cab window shields.

"50" Class

Place and secure the A, B & C pieces in position similar to 32 class.

Form two "D" pieces 7½mm thick.

Position similar to 32 class.

For the additional boiler weight, remove the lead slug provided; add a

lead weight 16mm diameter x 26mm long; then replace original weight.

TENDERS

To assist with good running a ½ ounce weight inside the tender over the front bogie wheels. This stops the tender from lifting when the loco is reversing against a heavy load.

Lead Shapes

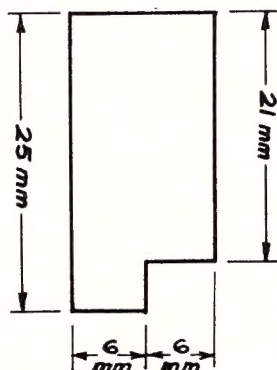
To manufacture lead weights needed for these additions the following hints may be of help.

For an example the "D" weight could be made by firstly forming a piece of wood 25mm x 12mm x 7½mm. When completed place the pattern in the middle of a pile of damp sand and firmly press the sand around the pattern. Remove the pattern without disturbing the sand and pour molten lead into the cavity left by the pattern. When the lead is cool remove from sand and with a large bastard file clean rough flash. Next, file a 6mm x 4mm section out of one corner as required. Fit the lead into position. The file will help if any alteration is required.

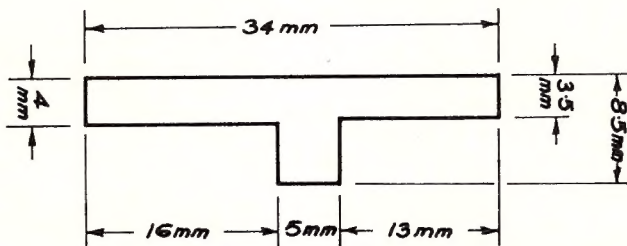
The cylindrical weight can be made by using a piece of ¾ in. O.D. pipe. The secret is to keep the sand damp and to press the sand firmly around pattern.

32 Class

D. Pieces. Make two
7.5 mm thick

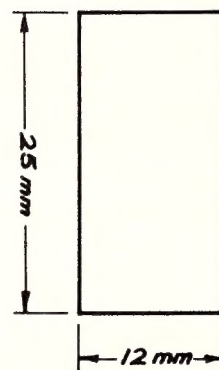


E. Piece. Make one 9.5 mm thick



50 Class

D. Pieces. Make two
7.5 mm thick



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PHOTOS of Midland Railway of Western Australian rolling stock, locos and structures, before nationalisation. M. Halleran, 58-12, Tenth Avenue, Maylands, W.A. 6051.

SHINOHARA TRACK, six 1-metre lengths, six points, never used, \$20.00. Write to P. Walhouse, 51 Riviera St., Mentone, Victoria. 3194.

TRI-ANG Sydney Suburban Trailer Cars, RA51A. Price according to condition. H. O'Brien, 3 Marion St., Seven Hills, N.S.W. 2147. 622-9469 after 7 p.m.

DOES anyone have MOVIE shots (any film gauge, any length) of defunct railways or steam tramways taken when still operating? For example: Newnes (N.S.W.), Walhalla (Vic.), Queenstown (Tas.). With view to loan or purchase. Details, please, to B. Stevenson, 21 Glendower Ave., Eastwood, N.S.W. 2122.

MODEL RAILROADER magazines, 1963 or earlier, 1967 February, March. Various Railroad Model Craftsman Magazines from 1950s to 1967. A. D. Jones, 17 Cornish St., North Glenelg, S.A. 5045. Phone: 95 3107.

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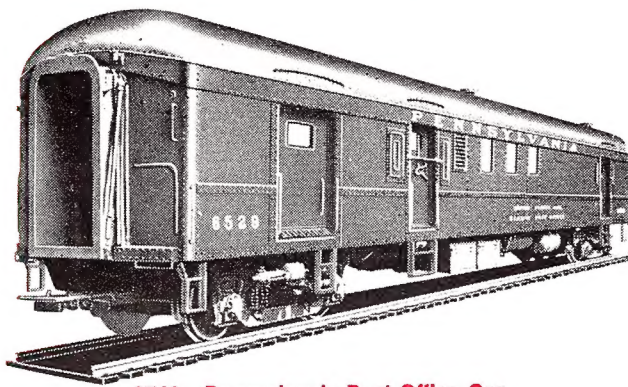
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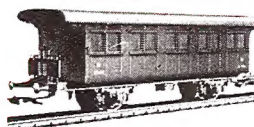
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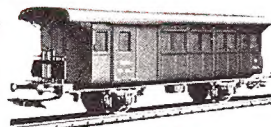
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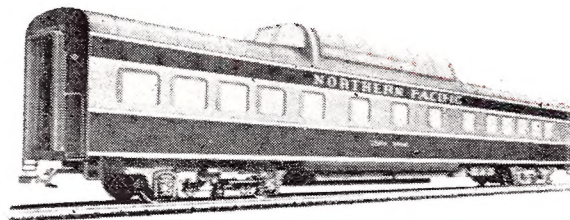
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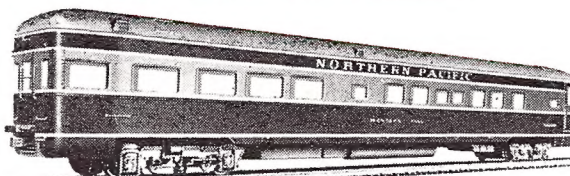
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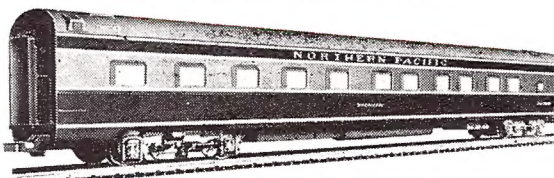
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